THE
SIGNALMAN'S JOURNAL
OCTOBER 1974

Crossing warning systems:

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THE
SIGNALMAN'S JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN
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Cover: Eastbound Burlington Northern freight train at Belmont, IL. Photo by TSJ Editor Bob McKnight

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Chamberlain's Message

Bargaining time is a time for responsibility

It's national bargaining time again and as we start negotiating for our members with the National Railway Labor Conference Committee for a new contract, we thought it appropriate to review some of the details involved in preparing for such negotiations.

It is our intent that such information will give our members a better understanding of how we strive to reach eventual settlements with the railroads.

Our current notice was prepared by a committee made up Brotherhood of Railroad Signalmen officers and general chairmen. Additionally, the presidents of the majority of railway unions met to informally discuss items of mutual interest to all railroad labor which should be included in our respective notices served on the carriers. As you know the majority of railroad unions have served their respective notices and the Brotherhood of Railroad Signalmen's notice was served on July 15, 1974, by each of our general chairmen.

The National Railway Labor Conference agreed to waive individual conferences on the notices and from here on the collective bargaining process begins to operate. This is where our committee will get into the details and the hard work begins.

In endeavoring to reach an agreement our negotiating committee must give consideration to many factors. In reading the pulse of our members, we find many and varied ideas as to what they think is most important and what gains must be made. The family man, the older union member, the young employe, the single or newly married, all have different ideas as to what should be contained in a new contract.

In addition, we conducted an opinion survey among our general chairmen this spring asking them what issues they felt would be of paramount interest in the forthcoming wage and fringe benefit negotiations. Your negotiating committee has carefully analyzed all such opinions and we can assure you that consideration to all such factors—or conditions—will play a key role in the collective bargaining process that takes place in the negotiation of our new contract.

Unquestionably, the disastrous economic situation in the nation will be a key factor in our negotiations. The ravaging inflation and horrendous rise in the cost of living during the past several months clearly mandates to our negotiating committee the necessity of including a cost of living clause in a new agreement. Substantial percentage increases in real wages and inclusion of a meaningful cost of living clause are high on the priority list of demands that must be included in a new contract.

Most of the railroads are having a banner year in earnings and optimistically the outlook for the most part is bright for our negotiations this year, however, make no mistake about it, there is much hard bargaining to be done. Now is the time when each side will defend and "try to sell" its viewpoint to the other party. We can and will make a good case to support our demands. However, when the chips are down, we will have to come up with a wage-fringe health and welfare package that will satisfy our membership's needs.

Responsible unionism and responsible management are terms you may have heard—mostly spoken by labor and management executives—but it affects each and every one of us. It means being responsive to the needs of the union, cognizant of the problems facing the employer, willing to do a day's work for a day's pay, making a reasonably equitable contract and living up to that contract.

Our responsibility does not end with a new contract or agreement. Responsibility continues throughout the life of the contract. It is up to us to live up to its provisions and also to enforce it. It is up to the carriers to also carry out their responsibilities under the contract.

Collective bargaining and the resultant contract obligations are carried out on a two-way street.

So with bargaining time here, we're going to get you the best contract possible and as promptly as possible, but please remember, it takes two to make an agreement or contract—labor and management, and it takes all of us to make it work successfully.

News

Motion detectors control gates

An $11,000 improvement project has been completed by the Milwaukee Road at Hamspshire, IL where the railroad installed electronic motion detectors for the control of flashing-light signals and automatic gates and Park and State streets highway-railroad crossings.

The motion detectors "observe" an approaching train's progress toward the crossings and activate the flashers and gates in ample time to protect vehicular traffic. In case the train stops in approach to the crossing, the protection devices will release and permit movement of vehicular traffic. Flashers and gates are reactivated when the train again proceeds toward the crossing.

According to B. J. Worley, vice-president chief engineer, the installation will reduce delays to vehicular traffic resulting from switching operations and trains moving at slow speed.

UP receives ok to upgrade signaling

In connection with Union Pacific's program of upgrading the signaling on its Gibbon cut-off on the Kansas City-N. Platte line, it has received approval from Federal Railroad Administration's Railroad Safety Board to install ctc replacing abs on two tracks with necessary changes in the present automatic cab signal system between Gibbon and Optic, NE, 9 miles. UP also received approval to install 8 automatic and 6 controlled signals to the left instead of over or to the right of the track governed.

Between Upland and Herkimer, KS on this Gibbon cut-off, UP received approval to install ctc on two main tracks in lieu of existing ctc on one track for 11.1 miles. Construction of the second main track will relieve traffic congestion in the Marysville, KS area. Also UP can install 4 automatic and 3 controlled signals to the left of instead of over or to the right of the track governed.

Near Crates, OR, UP will install a power-operated switch and associated controlled signals replacing present spring switch at the end of double track and arrange to control this switch and signals from the dispatcher's office at Albina, OR. Modifications to the automatic cab signal system will also be made with the signaling changes. The change will greatly expedite train movements, as follows: Previous speeds over the No. 14 spring switch were 20 mph westbound and 25 mph eastbound. After installation of the No. 20 power-operated switch, speeds were increased to 60 mph westbound and 40 mph eastbound through the turnout.

Santa Fe has FRA approval for ctc

Santa Fe has received approval from the Federal Railroad Administration to install a traffic control system replacing existing automatic block signaling arranged for current of traffic operation on two tracks between Zita and Canyon, TX, 11 miles. FRA also granted relief from Section 236.21 of the signal RS&I to permit SFe to install two controlled and 5 automatic signals to the left instead of over or to the right of the track governed.

SFe cited these reasons for asking for relief: (1) Pole mounted signals at the proper level reduce the possibility of phantom indication resulting from sun interference as compared to higher bridge mounted units. (2) There is an element of hazard in the resection and day-to-day maintenance where bridge structures are involved; hence, we improve safety to personnel by avoiding bridge structures whenever possible. (3) Provides eye level observance of signals from locomotive cab assuring good identification and improving safety of operation.

UP has ok from FRA to install ctc

Union Pacific has received approval from the Federal Railroad Administration's Railroad Safety Board to install a traffic control system in lieu of existing automat-

(Please turn page)

National Agreement Book

We are preparing a book that will contain the basic provisions of national agreements negotiated with a majority of the U.S. railroads on which the BofRS has collective bargaining agreements. It will be a loose-leaf binder with space for the schedule agreement on an individual railroad. Certain sections must be amended to reflect if, and to what extent, a certain agreement or portion thereof has been accepted or amended on an individual railroad. Such additions or amendments will be the responsibility of the purchaser.

The book, consisting of about 350 pages, will include summary of wages and other benefits; Washington Job Protection Agreement; Eastern Carriers Union Shop Agreement of 8/29/52; vacation agreement and interpretations; paid holiday rules; claim and grievance handling rule; force reductions; 2/7/65 Agreement and official interpretations thereto; Award of Arbitration Board 298 and interpretations thereto; off-track vehicle accidents; jury duty; overtime; camp cars; apprentice programs; change of residence; earnings deduction in discipline cases; supplemental sickness benefits; union dues checkoff; AMTRAK protective conditions; and a brief summary of Travelers benefits.

Copies of the **Master National Agreement Book** are priced at $5.95 if ordered before Jan. 1, 1975; and $7.95 after that date. Orders must be postmarked Dec. 31, 1974 or earlier to receive the discount price. To order, please fill out the coupon below, and mail with check or money order payable to R. T. Bates.

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NEWS CONT'D

ic block signaling arranged for current of traffic operation on two main tracks between Green River and Granger, WY, about 34 miles. Also included is rearrangement of existing automatic cab signal system so as to provide automatic cab signaling on either of two main tracks, and modifications of remotely controlled interlockings at Green River and Granger to include their controls in the ctc system.

The installation will expedite freight train movements by allowing reverse running on both main tracks with two mainline crossover locations between Green River and Granger.

Signalmen bid for Safetran employes

With an October 10 representation election coming up, the Brotherhood of Railroad Signalmen are seeking to represent 105 employes of the Cucamonga division of Safetran Systems Corp. These employes at the Cucamonga, CA plant of Safetran are engaged in case wiring, electronic component assembly and general signalmen's work in the manufacture of control equipment for highway-grade crossing warning systems, block signal and track circuit systems and communications systems.

Signalmen's policies, goals, objectives and benefits to these workers have been explained at several meetings attended by the Cucamonga plant employes and BRS vice-president **John T. Bass,** Santa Fe general chairman **Richard R. Van Vacter** and BRS director of research **John E. Hansen.**

The Signalmen now represent plant and field forces of TESCO (Transportation Engineering Systems Co.), a subsidiary of Safetran Systems Corp. in Louisville, KY.

Walsh appointed to FRA operating rules group

Joseph W. Walsh, BofRS, vice-president has been appointed by Federal Railroad Administrator **John W. Ingram** to be a member of the Railroad Operating Rules Advisory Committee.

The purpose of the Committee is to review all relevant data and make recommendations to the Federal Railroad Administrator as to the scope, type and priority for Federal regulations considered necessary to increase the safety of railroad operating practices for trains and other rolling equipment.

The Committee is to be composed of 12 members selected from among leading authorities.

Other labor members of the Committee include: **Virgil F. Davis,** director of research, Brotherhood of Locomotive Engineers; **James W. Hayes,** manager schedule statistics department, United Transportation Union; **Charles R. Pfenning,** president, American Train Dispatchers' Association; and **Robert Pitsch,** assistant legislative director for the State of Michigan, United Transportation Union.

The states are to be represented by **Merle A. Forst,** director of the bureau of transportation, Pennsylvania Public Utilities Commission; and **Lionel V. Topaz,** assistant commissioner for rail, air and marine programs, Oregon Public Utilities Commission.

Railroad members include: **Paul H. Croft,** president, American Short Line Railroad Association; **Ronald C. Lindquist,** director safety and rules-system, Burlington Northern; **Carl V. Lyon,** general solicitor, Association of American Railroads; and **Richard H. Priddy,** division manager, Ohio division, Chessie System.

SIGNALMEN STUDY WAYS TO IMPROVE HANDLING BOARD CASES: A special Signalmen's advisory committee met June 19-20 to discuss and suggest improvements in the handling of cases before the National Railroad Adjustment Board. The group met at BofRS headquarters in Mt. Prospect, IL. Starting from far left reading clockwise are: **Robert E. Brennan,** general chairman, Baltimore & Ohio Chicago Terminal; **Frank J. White,** general chairman, Southern Pacific Texas & Louisiana Lines; **V. J. Sartini,** general chairman, Norfolk & Western; **Billy Joe Woodruff,** general chairman, Illinois Central Gulf; **M. B. Frye,** BofRS vice-president; **R. T. Bates,** secretary-treasurer BofRS; **Charles J. Chamberlain,** BofRS president; **James A. Ryan,** signalman, Long Island; **James Sottile,** general chairman Long Island; **Walter W. Altus,** BofRS vice-president; **William A. Radziewicz,** grand lodge representative, BofRS; and **Harvey H. Parker,** general chairman, Chesapeake & Ohio.

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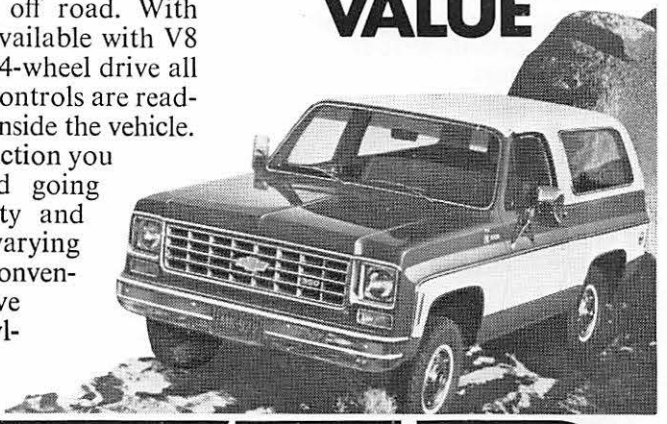

'75 CHEVY

BLAZER

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J. W. Walsh (left) BofRS vice-president; **T. B. Hutcheson,** assistant vice-president engineering & maintenance, Seaboard Coast Line; and **Lamar H. Hargrove,** state railroad coordinator, Florida, discussed improving safety at rail-highway grade crossings.

More crossing signals coming

More work for signalmen, particularly in the area of railroad-highway grade crossing safety, is the outlook for the next several years. Main support for increased safety at grade crossings comes from the Federal Aid Highway Act of 1973 and the Federal Highway Safety Act of 1973. Together they provide millions of dollars for grade crossings on and off the Federal aid highway system (that is, U.S. numbered routes).

Specifically, $87.5 million has been set aside for the installation of warning devices at rail-highway crossings on the Federal aid system for the three years 1974-1976. For the same period, $250 million has been set aside for crossings not on the Federal aid system, but no requirements are set as to how the money will be spent, other than to improve safety. So some money will probably go for improved signs, pavement markings, etc. But informed sources indicate that a considerable portion of the money will go for installation of automatic warning devices, namely automatic flashing-light signals with gates.

Because of a time limit on use of the funds, there is likely to be a great acceleration of the installation of these automatic warning devices. These Federal funds are asked for by the state highway departments. They must ask for funds in the time period 6 months before the fiscal year starts on July 1 and have until two years after the fiscal year ends. Thus the three years' funds are available until July 1, 1978.

Many states have applied for these funds, and many are beginning to make the effort. But to get the warning devices installed is going to be a big job and one that requires cooperation among all parties concerned—states, railroads, unions, and manufacturers. Cooperation required to implement this mammoth grade crossing safety program was really the theme of 1974 national conference on railroad-highway crossing safety held August 19-22 at Colorado Springs, CO.

Charles J. Chamberlain, president, BofRS, said that signalmen can play a key role as partners in improvement and in implementing a grade crossing safety program. Signalmen can participate in three ways: (1) install automatic warning devices at grade crossings; (2) maintain these warning devices; and (3) develop standards for the installation and maintenance of these devices.

He pointed out that new signal employes will have to be hired and trained to meet the increasing demand for warning system installations. Also, the manpower requirements will be greater for men to maintain these warning systems. Chamberlain also pointed out that BofRS insists on retaining its jurisdiction of signal and communication work accruing to the organization under the scope rules of agreements with the railroads. "We insist on maintaining the integrity of our agreements," he said.

"We will sit down and endeavor to satisfactorily work out problems with extenuating circumstances that confront the carriers. And we have done this with some railroads and contractors regarding installation of automatic warning devices. In these instances, honest efforts were made by the carriers to hire more signal employes to handle the increased work loads but circumstances became so acute that we did work out agreements between the carrier and our general committee on the affected property whereby contractors having representation agreements with our organization now are permitted to install automatic grade crossing devices. The railroads' signal employes in all cases, however, maintain these devices in accordance with existing agreements. In all cases, the contractors' forces must belong to the BofRS.

"Another reason why we insist on jurisdiction over the installation forces is that the controls for these automatic warning devices are inter-connected with the basic element of the railroad's signal system, namely the track circuit. It is essential for safety that such warning devices be installed correctly and by skilled men who are knowledgeable about signaling. It is not enough to be an electrician, one must have the specific and particular skills in signal work to properly install these automatic warning devices. That is why, we in the BofRS insist that the men installing equipment be skilled BofRS members," Chamberlain said.

To cite a specific example of what can and is being done by states, Florida has developed a 5-year plan for the installation of automatic warning devices at rail-highway grade crossings. The total 5-year program of equipping 1,000

James W. Greenwood, retired lead signal maintainer with the Southern Pacific, died January 6, 1974 at Brookside Hospital, San Pablo, CA. He was a member of Oakland Local No. 92. At the time of his retirement in 1967 he had completed 21 years with the SP.

C. D. Stokes, retired signal maintainer, New York Central at Windsor, Ontario, died at Stoney Creek, ON. When he retired in 1958 he had completed 46 years of service with the railroad. He had been active for many years in St. Thomas Local No. 27 and had held the position of chief signalman.

J. R. Bonner, retired assistant signal maintainer, Atlantic Coast Line (now Seaboard Coast Line) died at Green Cove Springs, FL. He retired in 1963 after completing 29 years with the railroad. He was a member of former Local No. 84.

Claude S. Steves, retired signal helper, Erie Lackawanna, at Jamestown, NY, died recently at Fort Ann, NY. At the time of his retirement in 1971 he had completed 20 years with the railroad. Brother Steves was a member of Susquehanna Local No. 37.

Charles E. Springman, retired assistant inspector, Pennsylvania (Penn Central) died recently. He was 76. Brother Springman retired in 1963 after completing 45 years of service. He was a member of Philadelphia Local No. 18. The officers and members of Local No. 18 extend their deepest sympathy to his family.

Edwin Gladhill, retired signal maintainer, Chicago and North Western, at Mayfair Interlocking, Jefferson Park, Chicago, died recently. At the time of his retirement in 1964 Brother Gladhill had completed 48 years of service with the railroad. He was a member of Local 130.

Jerome A. Lachnicht, retired leading signal maintainer, Penn Central, in Chili, NY, died April 4, 1974. At the time of his retirement in 1973 Brother Lachnicht had completed 48 years of service with the railway. He was a member of Rochester Local No. 93.

Harold C. Stratton, retired general signal engineer, Union Pacific, died April 3, 1974. He was 70 years of age. Upon his retirement in 1969 he had completed over 49 years service with the UP. Early in his signal career Mr. Stratton was a member of Portland Local No. 155 BofRS. He is survived by his wife, Vida.

G. E. Wells, retired member, Southern Pacific Signal Department, died August 31, 1973. Brother Wells had been a member of P. J. Lukes Local No. 153, Coast Division, SP. He had been a resident of San Jose, CA.

Miles L. Wagner retired signalman, Pennsylvania, at Williamsport, PA, died recently. Brother Wagner had completed 44 years of service with the Pennsylvania when he retired in 1961.

Frank J. Gremmler, retired signal maintainer, with Terminal Railroad Association of St. Louis, at Madison, IL, died May 21, 1974. At the time of his retirement in 1972 Brother Gremmler had completed 34 years of service with the railroad. He was a member of St. Louis Terminal Local No. 132.

Samuel Melvin, retired signal inspector of the New York Division, Baltimore and Ohio, at Staten Island, NY, died recently. He had completed 43 years of service when he retired in 1946. Upon retirement he resided in Pocomoke City, MD. He was a member of Monumental City Lodge No. 31.

H. A. Wreath, retired signal helper, Illinois Central at East St. Louis Hump Yard, died September 13, 1973. Brother Wreath had completed 26 years of service with the railroad at the time of his retirement in 1969. He was a member of Cairo Local No. 51.

Howard J. Weidman, retired telegrapher and signal maintainer, Pennsylvania (now Penn Central) died October 28, 1973. He had resided in Mt. Vernon, OH, and had completed 34 years of service with the railroad at his retirement in 1954. Brother Weidman had been active in BRS affairs. He was a member of Akron Local No. 109 and held the positions of recording and financial secretary and grievance chairman.

Frank H. Thompson, retired signal maintainer at New Haven, IN, for the Wabash (now Norfolk & Western) died May 13, 1974. At the time of his retirement in 1959 Brother Thompson had completed 46 years of service with the railroad. Upon his retirement he moved to Largo, FL. He was a member of Wabash Local No. 55 and had held the positions of lever and semaphore with the Local.

David J. Hickey, retired signal maintainer, Pennsylvania, at Philadelphia, died recently. Upon his retirement in 1952 he had completed 51 years of service with the railroad. He was a member of Philadelphia Local No. 18.

A. D. Morales of Warren, OH, and retired leading signal maintainer, Erie Lackawanna, died December 9, 1973. Brother Morales had completed 35 years of service with the railroad at his retirement in 1956. He was active in BRS affairs having been chief signalman and local chairman of Mahoning Local No. 117.

L. R. Marshall, retired signalman, Gulf, Mobile & Ohio, (now Illinois Central Gulf) died January 2, 1974 at Louisiana, MO. At the time of his retirement in 1954 Brother Marshall had completed 45 years of service with the railroad. He was a member of Alton Local No. 85.

J. Harold Kuntz, retired signal maintainer at Ft. Madison, IA, on the Santa Fe, died recently. Brother Kuntz had completed 47 years of service on the railway when he retired in 1969. He was a member of Carrollton Local No. 20.

William T. Hinton, retired signalman, Birmingham, AL, died in March 1974. Brother Hinton was a member of Miller-Griffith Local No. 49 on the Southern.

Sec. 236.26 Buffing device, maintenance.

Buffing device shall be maintained so as not to cause the signal to display a less restrictive aspect than intended.

Sec. 236.27 Phantom signal aspect.

Measures shall be taken to prevent recurrence of a phantom signal aspect.

Sections 236.51 through **236.56** were published in the January/February 1974 issue on page 16. **Sections 236.57** through **236.59, 236.71** through **236.78** and **236.101** were published in the March 1974 issue on page 16. **Sections 236.102** through **236.109** were published in the April 1974 issue on page 7.

Subpart B—Automatic Block Signal Systems Standards

Sec. 236.201 Track-circuit control of signals.

The control circuits for home signal aspects with indications more favorable than "proceed at restricted speed" shall be controlled automatically by track circuits extending through the entire block.

Sec. 236.202 Signal governing movements over hand-operated switch.

Signal governing movements over hand-operated switch in the facing direction shall display its most restrictive aspect when the points are open one-fourth inch or more and, in the trailing direction, three-eighths inch or more, except that where a separate aspect is displayed for facing movements over the switch in the normal and in the reverse position, the signal shall display its most restrictive aspect when the switch points are open one-fourth inch or more from either the normal or reverse position.

Sec. 236.203 Hand operated crossover between main tracks; protection.

At hand-operated crossover between main tracks, protection shall be provided by one of the following: (a) An arrangement of one or more track circuits and switch circuit controllers, (b) facing point locks on both switches of the crossover, with both locks operated by a single lever, or (c) electric locking of the switches of the crossover. Signals governing movements over either switch shall display their most restrictive aspect when any of the following conditions exist:

(1) Where protection is provided by one or more track circuits and switch circuit controllers, and either switch is open or the crossover is occupied by a train, locomotive or car in such a manner as to foul the main track. It shall not be a violation of this requirement where the presence of sand, rust, dirt, grease or other foreign matter on the rail prevents effective shunting;

(2) Where facing locks with a single lever are provided, and either switch is unlocked;

(3) Where the switches are electrically locked, before the electric locking releases.

Sec. 236.204 Track signaled for movements in boh directions, requirements.

On track signaled for movements in both directions, a train shall cause one or more opposing signals immediately ahead of it to display the most restrictive aspect, the indication of which shall be not more favorable than "proceed at restricted speed." Signals shall be so arranged and controlled that if opposing trains can simultaneously pass signals displaying proceed aspects and the next signal in advance of each such signal then displays an aspect requiring a stop, or its most restrictive aspect, the distance between opposing signals displaying such aspects shall be not less than the aggregate of the stopping distances for movements in each direction. Where such opposing signals are spaced stopping distance apart for movements in one direction only, signals arranged to display restrictive aspects shall be provided in approach to at least one of the

(Please turn to page 18)

Why for a

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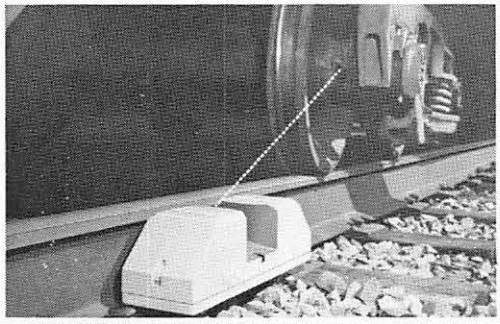
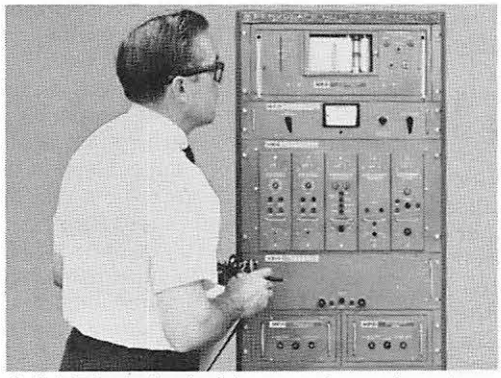
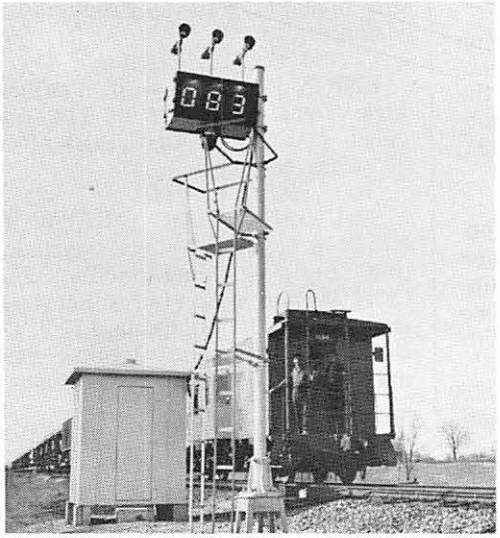


Rail-mounted scanner "looks" at and measures the heat radiated by passing journal boxes.



Solid state electronic data processing equipment, with permanent record chart recorder.

Trackside display board gives digital read-out of hot box location.



BECAUSE SERVOSAFE CAN REDUCE MAINTENANCE COSTS.
Journal box and wheel set maintenance represent substantial costs each year. Part of these costs is due to normal bearing wear as cars age. Much higher costs, however, are involved when equipment is needlessly damaged by continued operation after lubrication has failed—causing major salvage jobs or replacement of wheel sets.

Where SERVOSAFE Systems are used for early detection, experience has shown that only 1 out of 10 hot boxes required a wheel set replacement. With other methods, as many as 9 out of 10 that came in for repair required new wheel sets.

BECAUSE SERVOSAFE CAN REDUCE LABOR COSTS.
With SERVOSAFE providing an automatic and more precise method of inspecting journal boxes, railroads have been able to significantly reduce the number of personnel formerly required for manual and visual inspection of wheel journal boxes.

BECAUSE SERVOSAFE CAN MORE THAN PAY FOR ITSELF.
Obviously, the single most important reason to make a capital investment in SERVOSAFE is to decrease the fearsome prospect of one of the greatest capital losses a railroad faces: a derailment caused by a bearing failure. The total cost of a derailment cannot be determined in advance, but it is not unrealistic to estimate that one serious derailment could cost a railroad more than 20 times the investment in a SERVOSAFE System. That's why most railroads agree that SERVOSAFE protection isn't costly—*lack of it is!*

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RS&I CONT'D

signals. Where such opposing signals are spaced less than stopping distance apart for movements in one direction, signals arranged to display restrictive aspects shall be provided in approach to both such signals. In absolute permissive block signaling when a train passes a head block signal it shall cause the opposing head block signal to display an aspect requiring a stop.

Sec. 236.205 Signal control circuits; requirements.

The circuits shall be so installed that each signal governing train movements into a block will display its most restrictive aspect when any of the following conditions obtain within the block; (a) occupancy by a train, locomotive, or car, (b) when points of a switch are not closed in proper position, (c) when an independently operated fouling point derail equipped with switch circuit controller is not in derailing position, (d) when a track relay is in deenergized position; or when signal control circuit is deenergized.

Sec. 236.206 Battery or power supply with respect to relay; location.

The battery or power supply for each signal control relay circuit, where an open-wire circuit or a common return circuit is used, shall be located at the end of the circuit farthest from the relay.

Sec. 236.207 Electric lock on hand-operated switch; control

Electric lock on hand-operated switch shall be controlled so that it cannot be unlocked until control circuits of signals protecting such switch have been opened. Approach or time locking shall be provided.

Subpart C—Interlocking Standards

Sec. 236.301 Where signals shall be provided.

Signals shall be provided to govern train movements into and through interlocking limits, except that a signal shall not be required to govern movements over a hand-operated switch into interlocking limits if the switch is provided with an electric lock and a derail at the clearance point, either pipe-connected to the switch or independently locked, electrically. Electric locks installed under this rule must conform to the time and approach locking requirements of Rule 314 (without reference to the 20-mile exceptions), and those of either Rule 760 or Rule 768, as may be appropriate.

Sec. 236.302 Track circuits and route locking.

Track circuits and route locking shall be provided. Route locking shall be effective when the first pair of wheels of a locomotive or car passes a point not more than 13 feet in advance of the signal governing its movement.

Note 1: Existing installations on each railroad, which do not conform to the requirements of this section shall be brought into conformity on or before December 31, 1970.

Sec. 236.303 Control circuits for signals, selection through circuit controller operated by switch points or by switch locking mechanism.

The control circuit for each aspect with indication more favorable than "proceed at restricted speed" of power operated signal governing movements over switches, movable-point frogs and derails shall be selected through circuit controller operated directly by switch points or by switch locking mechanism, or through relay controlled by such circuit controller, for each switch, movable frog, and derail in the routes governed by such signal. Circuits shall be arranged so that such signal can display an aspect more favorable than "proceed at restricted speed," only when each switch, movable-point frog, and derail in the route is in proper position.

Note: Existing installations on each railroad, which do not conform to the requirements of the section shall be brought into conformity on or before December 31, 1970.

Sec. 236.304 Mechanical locking or same protection effected by circuits.

Mechanical locking, or the same protection effected by means of circuits, shall be provided.

To Be Continued

People

FRISCO: **K. E. Bassham** appointed communications and signals shop supervisor. **Charles E. Henderson,** traveling signal maintainer, Altus, OK, appointed communications and signals supervisor, eastern division, with headquarters at Springfield, MO.

LOUISVILLE & NASHVILLE: **D. L. Webb,** assistant signal engineer appointed signal engineer-planning & design; **H. L. Hood,** supervisor signals at Atlanta, appointed signal engineer- maintenance & construction; **C. E. Shaw,** assistant signal engineer, appointed manager signal services; **R. H. Brandt** appointed manager planning & budget signals; **J. D. Atchison** appointed assistant signal engineer- design; **R. W. Gorham** appointed assistant signal engineer-northern region; **J. B. Carpenter** appointed assistant signal engineer-southern region; **L. B. Grant** appointed supervisor- signal standards & training; **J. P. Bishop** appointed supervisor planning & budget; **J. T. Brown** appointed supervisor electronics; **C. C. Rankin** appointed supervisor maintenance- northern region; **G. L. Tanner,** general signal inspector, appointed supervisor maintenance- southern region; **R. H. Bruce** appointed supervisor construction- northern region; **H. M. Reeder** appointed supervisor construction- southern region; **F. G. Garrett,** assistant to superintendent signals, appointed office engineer. **William H. Dorsey,** supervisor of signals, Louisville, has retired.

PORTEC, INC.: **Douglas G. K. Wilmot,** general manager, General Steel Castings Corp., appointed general manager, Railway Products Division.

UNION PACIFIC: **R. J. VanBuskirk,** signal inspector at Los Angeles, CA retired Dec. 1973 after 30 years service.

SEABOARD COAST LINE: **W. J. Goodwin** appointed signal construction engineer, Jacksonville, FL. **C. E. Keller** appointed supervisor signal construction, Ocala, FL. **J. E. Barker,** signal construction engineer, Denmark, SC, retired Nov. 30, 1973.

Personal Aids and News

Disibility annuities have restrictions says R. T. Bates

Railroad retirement beneficiaries receiving disability annuities who work after retirement are subject to certain earnings limitations. Such annuities are payable to employees who are either totally and permanently disabled or only occupationally disabled and meet the service and/or age requirements for their particular type of disability benefit. Total disability essentially means that the individual must be unable to do any work, while occupational disability means that he must be unable to perform the duties of his regular job. Also, widows and children of deceased employees may receive annuities on the basis of their disability if they are otherwise qualified. The most frequently asked questions about the effect of earnings on the payment of disability annuities are answered below.

1. May an individual continue to receive his employee disability annuity even if he does some work after it begins?

It depends on the type of annuity he is receiving and the kind of work he does. If he is receiving an occupational disability annuity, then his annuity will not be paid for any month he works for a railroad or for his last nonrailroad employer. Also, until the time he would qualify for an unreduced age and service annuity, his disability annuity is not payable for any month in which he earns more than $200 in employment for hire or in self-employment, but the withheld payments will be restored if his annual earnings are less than $2,500. If he earns $2,500 or more in any year, he loses one month's annuity for each $200 he earned over $2,400, counting the last $100 or more as $200. However, he will not lose his annuity for any month in which he earns $200 or less. He may also be assessed certain deductions as a penalty for failing to make timely reports of his earnings. Sometimes his earnings may raise a question about recovery from his disability even if they amount to less than $2,500 a year.

If he is receiving an annuity based on total disability, or if his annuity has been increased because he meets certain special requirements, there are additional restrictions. In that case, work in nine months, whether or not consecutive, will usually be sufficient to show that the individual is able to do some work. If so, his annuity will be terminated or reduced to the amount otherwise payable when the certain special requirements are not met.

2. I am a widow receiving an annuity on the basis of total disability. What are the earnings restrictions on any job I take?

No specific earnings restrictions apply to a disabled widow until she reaches age 65, but any work she does is reviewed to see if it indicates a recovery from disability.

The earnings restrictions for a disabled widow over age 65 or a widow age 60 or over who has recovered from disability are the same as for a non-disabled widow between the ages of 60 and 72. If you are in this category and earn over $2,400 a year in 1974 in employment or self-employment, you will lose $1 in benefits for each $2 earned in excess of $2,400. This does not apply to months in which you are over age 72 nor to benefits for any month in which you earn $200 or less or do not perform substantial services in self-employment.

Like all other monthly benefits, your annuity is not payable for any month in which you work for a railroad regardless of the amount you earn.

3. What are the restrictions for the disabled children of deceased employees?

There are no earnings restrictions as such, but a child's work may raise the question of his recovery from his disability. Also, his annuity is not payable for any month in which he works in the railroad industry.

4. I am a widow under age 60, but I receive an annuity because I am caring for my disabled child. What are the restrictions?

(Please turn page)

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

The Signalman's Journal
601 W. Golf Road
Mt. Prospect, Illinois 60056

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Lodge No. ..... **Cert. No.** .....

Street or Box Number ..... **Apt. No.** .....

City ..... **State** ..... **Zip Code** .....

PA&N CONT'D

You would lose $1 in benefits for each $2 earned over $2,400. This does not apply to benefits for any month in which you earn $200 or less or do not perform substantial services in self-employment. Also, your annuity is not payable for any month in which the child is not in your care or any month in which you work for a railroad.

5. What are the earnings restrictions for a wife of a retired employee, receiving an annuity on the basis of caring for their disabled child?

There are no earnings restrictions in the case of a wife unless she is paid under the over-all minimum formula. If she is paid under that formula, earnings in excess of $2,400 a year will generally cause her benefit to be recertified under the regular formula. Like the situation for an employee, she cannot return to work for her last employer or a railroad. Also, her annuity would stop if she stopped providing care for their child.

6. If a disabled child annuitant recovers, can he later qualify for an annuity?

Recent amendments providing eligibility for children disabled before the age of 22 (rather than age 18 as under previous law) also provided for the reinstatement of benefits for children who have recovered from disabilities and stopped receiving benefits, but are again disabled within 7 years of their recovery, even though the second disability begins after age 22.

Likewise, a wife or a widow who had received an annuity on the basis of caring for a disabled child may again receive an annuity on that basis if the child becomes disabled within 7 years of recovery.

7. My father, who was a railroad retirement disability annuitant, died just before his April 1 annuity check was mailed to him. Must I return his check to the Board?

Yes. This is particularly important for checks mailed to any annuitant, disabled or otherwise, after his death. Benefits are not payable for the month of an annuitant's death. Since railroad retirement checks are issued around the first of the month following the month for which they are due, checks issued after a death represent overpayments that must be recovered. The recovery of such overpayments can be a hardship if such checks are not returned to the Board.

8. My husband was totally disabled for almost a year before his death. However, he was drawing sickness benefits from the Board and he never filed for his railroad retirement annuity. Could a disability annuity be paid posthumously to me as his widow?

No, however, under these circumstances, your widow's annuity would be increased under the over-all-minimum formula of the Railroad Retirement Act, if he were totally and permanently disabled for all employment for a period of time before his death.

Signal mementos wanted for BofRS

President emeritus **A. E. Lyon** is repeating his request for signal memorabilia, mementos, etc. which concern not only signaling, but also the Brotherhood of Railroad Signalmen. Please contact Lyon before sending in material. There is limited space, and "we don't want to duplicate anything we now have," says Lyon.

Special thanks are extended to **Carl McGuire**, chief signalman of Lodge 25, L&N, for his very fine donations of proceedings of the AAR signal section, manufacturers catalogs and technical material.

Lewis sends thanks to all for letters

W. H. Lewis, retired Santa Fe general chairman and former chairman, BofRS, board of trustees, recently visited Grand Lodge headquarters in Mt. Prospect. While there, he asked that his sincere thanks be extended to all who have written him cards, letters and notes during his recent illness. He is deeply appreciative of the kind thoughts expressed to him, but because he is unable to operate a typewriter, this notice will tell you that your greetings have been gratefully received.

Make Your Own Fruit Drinks

By Sidney Margolius

You may recall the complaints over canned fruit "drinks" about which we've written a number of times. The problem was—and is—that the so-called "drinks" looked as though they gave you a lot for the money since a 46-ounce can cost only 45-47 cents.

Actually the "drinks" usually are only about 10% real juice. The other 90% is water, sugar, corn syrup and other flavorings and artificial coloring. Until recently, a close reader of the ingredient lists on the labels would realize that water and sugar were the main ingredients with fruit juices third but still wouldn't know how much was real juice and how much water.

The Food & Drug Administration now requires that the canned drinks must state on the label the actual percentage of fruit. This requirement went into effect on all

Regional meeting to be held in Birmingham, AL on Saturday, November 23, 1974

Members residing in Alabama, Florida, Georgia, Louisiana, Mississippi, South Carolina and Tennessee should be interested in attending this meeting.

President Charles J. Chamberlain and other Grand Lodge officers who are available will be present at this meeting. Representatives from Travelers Insurance Co., Provident Insurance Co., Railroad Retirement Board, FELA attorneys and the Federal Railroad Administration will discuss their respective programs for BofRS members.

The meeting will begin at 9:00 a.m. at the Parliament House Motor Hotel at 420 South 20th Street, Birmingham.

labels ordered by the canners after Dec. 31, 1973. But the canners were given an additional year. Anything shipped after the end of 1974 must have the new labels.

Some canned drinks already have the new labels. We've observed them on Hi-C Orange Drink and on stores' private label fruit drinks. Hawaiian Punch seems to be slower, even though it was the subject of a consent order by the Federal Trade Commission in 1973, requiring the manufacturer to state the amount of real fruit juice in Hawaiian Punch.

The FTC had complained that the Hawaiian Punch labels which said, "Fruit Juicy Red with 7 Real Fruit Juices" and showed pictures of fresh fruit made it seem as though the product was predominantly natural fruit juices.

"Fruit Juicy Red" also was a questionable claim since a statement on the side, in smaller letters, said, "Artificially Colored."

But the label on a can of Hawaiian Punch I purchased one year after the FTC order is not much better. The fruit panel still proclaims "Fruit Punch with 7 Real Fruit Juices." Another statement in large letters says, "It's Real! True Fruit Punch." (Note the placement of an exclamation point between "Real" and "True Fruit Punch.")

Even the more prominent statements on the new Hi-C and other labels are disappointing and fail to adequately reveal the true contents of these watered drinks. The Hi-C label prominently proclaims in three places, "It's made with real fruit juice." Then in smaller letters is the required new statement, "contains at least 10% orange juice."

The FDA needs to go back to the drawing board if it wants to fulfill its public obligation to require full, frank disclosure of the contents of these drinks. One need is to eliminate "made with real fruit juice." The other is to require that as well as the statement, "contains at least 10% orange juice," the label should state the percentages of the main ingredients—water and sugar.

The watered drinks with 10% juice usually come in 46-ounce cans and cost about 45-47 cents. Note that there also are 46-ounce cans of orange juice sold on the same shelves for only about 49 cents a can. These are 100% juice. You can dilute them yourself by adding eight parts water and one part sugar to one part real juice.

You also have to be careful at the frozen food case too, and make sure you are not picking up "frozen concentrate for orangeade," which had added sugar and corn syrup, instead of real frozen juice concentrate.

Least costly product to buy for diluting and sweetening yourself is the real orange juice concentrate. It will cost you only 1½ cents for an eight-ounce serving of diluted "drink" compared to 2 cents for a "drink" made from canned real orange juice; 5 cents for orangeade made from "frozen concentrate for orangeade"; and 8 cents for Hi-C and similar orange "drinks" straight out of the can.

Also keep in mind that when the manufacturers of canned watered drinks or synthetic products like Tang or Kool-Aid advertise that they have as much or more vitamin C as orange juice, they have merely added synthetic vitamin C, which is very inexpensive. Real juice also has other nutrients such as Vitamin A, iron and B vitamins.

Supplemental Annuity Closing Dates

- An individual's rights to a Railroad Retirement Act supplemental annuity are PERMANENTLY FORFEITED if he works for a railroad employer (or rail union) after his "CLOSING DATE." If you attain age 65 in 1974 or later, your closing date is the last day of the month following the month in which you become 65 (see chart).
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November 2	December 1	December 31
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only in Ohio, but other states as well and is backed by federal standards and money. It's not a question of will crossing protection be installed, but how and by whom. By some arrangement, the "how" will be worked out. We will insist that the work be done by Signalmen in all cases.

Local 25 meets at Terre Haute, IN

Louisville & Nashville, Chicago division local 25 met April 28 in Terre Haute, IN. Chief signalman **Carl McGuire** appointed **J. R. Shappard,** chaplain, and **L. D. Miller,** inside semaphore. Others in attendance included **W. F. Richard-**

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G. C. and L. C. News

Penn Central news by B. E. Britcher

So if I were asked today what our biggest accomplishments were in 1973, while maybe seemingly small, nevertheless in my eyes very big, would be better treatment of our members by Carrier officials and a better understanding and communications established between the System officers and our members.

Signal shops at Columbus, OH, Elkhart, IN and Harrisburg, PA were abolished with the idea to establish a shop at Canton, OH. Conferences were held and we were close to an agreement. Under the merger agreement, we were obligated to enter into an agreement, because this is an area where a specific type of work was being transferred.

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News–Pix

Southern Pacific signal maintainer **Leo E. Smith** chats with BofRS president **Charles J. Chamberlain** at the east end of Ontario, CA siding on the Colton-Los Angeles line. In addition to having gone through SP's signal training program, Brother Smith is an ordained minister.

SP signalman **Keith A. Rosebure** also talked to Chamberlain at the Ontario work site. Brothers Rosebure and Smith are members of Los Angeles local No. 104.

Penn Central signal department activities were the topic of discussion at a recent meeting at the Signalmen's Mt. Prospect headquarters. Seated in the fron row, left to right are: **J. J. Eash,** chief engineer communications & signals, PC; **B. J. Gordon,** chief engineering officer, PC; **Joseph W. Walsh,** BofRS vice-president; and **Charles J. Chamberlain,** BofRS president. Seated in the back row, left to right are: **C. K. Kiernan,** assistant general chairman, NYC-LE; **H. W. Ahrens** who became assistant general chairman, NYC-LW on Oct. 1; **Willis Abner,** assistant general chairman; **R. T. McGill,** assistant general chairman who retired Oct. 1; and **B. E. Britcher,** general chairman.

Charles J. Chamberlain, BofRS president and **C. L. Dennis,** BRAC (railway and airline clerks) president confer at the July hearings of the House Interstate and Foreign Commerce Committee on the Railroad Retirement Bill. Subsequent to these hearings, the bill was passed by the House 343 to 10. Also, the Senate passed the retirement bill 86 to 1. By the time this is published, the bill was passed over the President's veto. House vote was 360 to 12; Senate vote was 72 to 1.

Regional meeting set for Nov. 23 in Birmingham

Saturday, Nov. 23, 1974 will provide an opportunity for members and officers of the Brotherhood of Railroad Signalmen to attend a regional meeting at the Parliament House Motor Hotel in Birmingham, Alabama. Beginning at 9:00 a.m., speakers from the Federal Railroad Administration, Provident and Travelers Insurance companies, and the Railroad Retirement Board will discuss their programs and answer questions from BofRS members.

The Parliament House Motor Hotel is located at 420 South 20th St., Birmingham, AL 35233.

Every member planning to attend the meeting should fill out the coupon below and mail to Brother Chandler.

To: **C. S. Chandler**
Vice-President, Brotherhood
of Railroad Signalmen
4243 Forest Avenue
Paducah, KY 42001

I will attend the Birmingham meeting on Saturday, November 23.

Name .....

Address .....

.....

Local No. .....

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G. C. and L. C. News

Penn Central news
by B. E. Britcher

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The New York Central Lines East general committee has voted to become a part of the Penn Central general committee. The merger, that was effective Sept. 1, was voted upon at a meeting in Buffalo, NY on July 16. Shown above, front row, left to right are: **B. H. Steuerwald,** BofRS special representative; **R. J. Szprygada,** vice chairman west (NYC-LE); **C. K. Kiernan,** assistant general chairman; **C. F. Cadden,** local chairman, Hudson River local 22; **Willis Abner,** assistant general chairman; **Charles Ahlert, Jr.,** local chairman, Grand Central Terminal local 160; **Samuel F. Slade,** local chairman, UTK local 86; and **R. L. Glenning,** vice-chairman east (NYC-LE). Standing in the back row, left to right are: **B. E. Britcher,** general chairman, PC; **R. S. Phillips,** local chairman, local 213; **J. W. Walsh,** BofRS vice-president; and **R. T. McGill,** assistant general chairman.

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In the meantime, the Carrier has recognized the need for a shop, to which we fully agree. We have indicated that we are willing to sit down at any time and negotiate a satisfactory agreement.

Crossing Protection—STATE OF OHIO: The state legislature in July 1973 passed Act No. 111, dealing with the installation of crossing protection devices. The locations

Erie Lackawanna general committee met on April 26 at Salamanca, NY. Seated left to right are: **Robert Devine,** local chairman, Deposit Local 145; **Charles J. Chamberlain,** BofRS president; and **Stephen J. Muzi,** EL general chairman. Standing left to right are **William A. Radziewicz,** grand lodge representative at that time; **Anthony Azzi,** local chairman, Deposit local 145; **Joseph W. Walsh,** BofRS vice-president; **H. J. Pearson,** local chairman, Wabash Valley local 101; **John Silvestri,** local chairman, Two Rivers local 88; **Glenn I. Loutzenhiser,** local chairman, Mahoning local 117; **Jack D. Smith,** local chairman, Deposit local 145; **Warren J. Bossman,** local chairman, Susequehanna local 37; **Marvin Darling,** local chairman, Jesse Clark local 181; and **Jesse R. Downs,** vice general chairman.

Robertson local 206 met July 13 in Houston, TX. This local covers the Houson Belt & Terminal, Galveston, Houston & Henderson and the Texas & Louisiana lines of Missouri Pacific. Left to right in the front row are: **I. D. Baxley, A. F. Newman, C. L. Kemp, D. K. Robertson, J. J. Morris,** general chairman, **W. D. Best,** BofRS vice-president, **P. E. Younger,** financial secretary, and **J. R. Dean.** Back row left to right are: **R. M. Sanders, D. J. Hill,** local chairman, **K. L. Blagrave, W. H. Guinn, W. D. King, D. L. Kemp** and **R. W. Burkett.**

and types of installation to be determined by the Director of the Department of Transportation, state of Ohio. We feel this act was the cause of the Carrier requesting a transfer of District 20 men to District 23. President Chamberlain was contacted by the state of Ohio about this matter and an initial meeting, attended by General Chairmen of this Brotherhood, railroad officials and Ohio personnel was held at Grand Lodge on February 1, 1974. Assistant General Chairman **R. T. McGill** represented us at this meeting. The meeting was exploratory in nature and no commitments were made. This is just another area that we are involved in, where Signalmen will play an important role.

This is a very important issue, which will require our most serious deliberation. The money has been appropriated for this work, not only in Ohio, but other states as well and is backed by federal standards and money. It's not a question of will crossing protection be installed, but how and by whom. By some arrangement, the "how" will be worked out. We will insist that the work be done by Signalmen in all cases.

Local 25 meets at Terre Haute, IN

Louisville & Nashville, Chicago division local 25 met April 28 in Terre Haute, IN. Chief signalman **Carl McGuire** appointed **J. R. Shappard,** chaplain, and **L. D. Miller,** inside semaphore. Others in attendance included **W. F. Richardson,** first vice chief; **B. R. Bailey,** secretary-treasurer; **J. E. Batton,** local chairmen-signalmen; and **H. L. Caughran,** local chairman-communications men; and **R. B. Flowers,** general chairman L&N general committee.

Grievances were discussed by Brothers Batton, Caughran and Flowers. Monthly and financial reports by Brother Flowers were read and discussed. Financial statements and bills of Local 25 were discussed and voted upon. Also under discussion was the work of the standing committee concerning the last contract and new contract proposals.

KROMER CAPS

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KROMER CAPS—THE CHOICE OF RAILROAD MEN. WHY? . . . DURABLE—tough double stitch construction. WASHABLE—color fast, pre-shrunk; flexible non-shrink visor. DESIGNED COMFORT—all-cotton absorbent sweat band.

These great caps come in over 60 styles in plain and multicolored patterns! That's capsmanship! Popular for sporty off-job wear too. Made—and individually inspected—by skilled union craftsmen.

RIGHT ON THE HEAD—that's where KROMER QUALITY has been putting it since the turn of the century.

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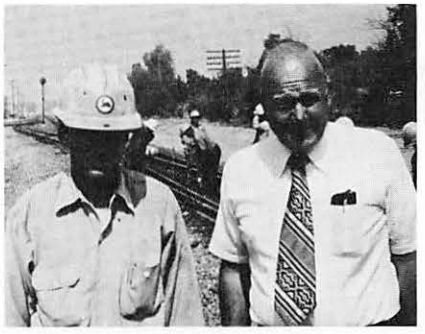
News–Pix

Southern Pacific signal maintainer **Leo E. Smith** chats with BofRS president **Charles J. Chamberlain** at the east end of Ontario, CA siding on the Colton-Los Angeles line. In addition to having gone through SP's signal training program, Brother Smith is an ordained minister.

SP signalman **Keith A. Rosebure** also talked to Chamberlain at the Ontario work site. Brothers Rosebure and Smith are members of Los Angeles local No. 104.

Penn Central signal department activities were the topic of discussion at a recent meeting at the Signalmen's Mt. Prospect headquarters. Seated in the fron row, left to right are: **J. J. Eash,** chief engineer communications & signals, PC; **B. J. Gordon,** chief engineering officer, PC; **Joseph W. Walsh,** BofRS vice-president; and **Charles J. Chamberlain,** BofRS president. Seated in the back row, left to right are: **C. K. Kiernan,** assistant general chairman, NYC-LE; **H. W. Ahrens** who became assistant general chairman, NYC-LW on Oct. 1; **Willis Abner,** assistant general chairman; **R. T. McGill,** assistant general chairman who retired Oct. 1; and **B. E. Britcher,** general chairman.



Charles J. Chamberlain, BofRS president and **C. L. Dennis,** BRAC (railway and airline clerks) president confer at the July hearings of the House Interstate and Foreign Commerce Committee on the Railroad Retirement Bill. Subsequent to these hearings, the bill was passed by the House 343 to 10. Also, the Senate passed the retirement bill 86 to 1. By the time this is published, the bill was passed over the President's veto. House vote was 360 to 12; Senate vote was 72 to 1.

Regional meeting set for Nov. 23 in Birmingham

Saturday, Nov. 23, 1974 will provide an opportunity for members and officers of the Brotherhood of Railroad Signalmen to attend a regional meeting at the Parliament House Motor Hotel in Birmingham, Alabama. Beginning at 9:00 a.m., speakers from the Federal Railroad Administration, Provident and Travelers Insurance companies, and the Railroad Retirement Board will discuss their programs and answer questions from BofRS members.

The Parliament House Motor Hotel is located at 420 South 20th St., Birmingham, AL 35233.

Every member planning to attend the meeting should fill out the coupon below and mail to Brother Chandler.

To: **C. S. Chandler**
Vice-President, Brotherhood
of Railroad Signalmen
4243 Forest Avenue
Paducah, KY 42001

I will attend the Birmingham meeting on Saturday, November 23.

Name .....

Address .....

.....

Local No. .....

News from Canada

Wage notice served

Wage and fringe benefit notices have been served on the Canadian railways by the various railway unions. The following notice is from the Association of Non-Operating Railway Unions, of which the Brotherhood of Railroad Signalmen is a member.

WAGES

1. A cost of living adjustment in the basic rates of pay for 1974 shall be granted to all employees covered by this notice. Such increase shall be equivalent to the difference between the average rate of pay for the Non-Operating Railway Employees, The United Transportation Union Employees, Brotherhood of Locomotive Engineers which corresponds to a real wage of 1½% higher than the real wage rate prevailing on average in the first year of the current contract and the actual average rate of pay for each of the groups.

A lump sum shall be granted to account for any loss not compensated for by the wage adjustments; the calculation of the lump sum shall use data on average rate of pay for railway employees.

A first cost of living catch up shall be made as soon as an agreement is reached; and a second one on December 31, 1974 or no later than the third week of January 1975.

2. Effective January 1, 1975, basic rates of pay for all employees covered by this notice shall be increased over the basic rates in effect after full compensation for inflation in 1974 is made by:

(a) the trend increase in national productivity plus 1.84% or the catch up in productivity.

(b) an amount sufficient to provide that all employees covered by this notice are paid comparatively to employees that perform comparable work.

3. (a) Effective January 1, 1975 basic rates of pay for all employees covered by this notice shall be increased over and above the raise in pay stipulated in items 1 and 2 above by an amount for cost of living sufficient to prevent the erosion of the purchasing power of all wages in 1975.

(b) All existing Collective Agreements shall be amended to provide for a clause which stipulates that an adjustment in basic rates of pay and a lump sum to account for the loss not recuperated by the wage adjustment, be given to all employees as soon as the cost of living increase is depleted, so that each employee receives full protection against inflation.

Appropriate and equivalent adjustments shall be made to those agreements not expiring on December 31, 1974.

OVERTIME

All Agreements shall be amended to provide for "double time payment for all overtime worked wherever time and one half is paid."

SHIFT DIFFERENTIAL

Effective January 1, 1975, shift differential of twenty (.20) cents per hour will be paid for all hours worked on shifts or tours of duty commencing between 12.00 and 1959 hours inclusive and a shift differential of thirty (.30) cents per hour will be paid for all hours worked on shifts or tour of duty commencing between 2000 hours and 0659 hours inclusive.

PREMIUM PAY

Effective January 1, 1975 all Agreements shall be amended to provide for premium payment for employees who perform work on Saturday and/or Sunday with due regard to the provisions of the collective agreements governing work performed on rest days, such premium payment shall be equivalent to twenty five (25%) percent of their basic rate of pay.

PENSIONS

1. Automatic escalation of all pensions in payment to adjust for increase in the cost of living.

2. Full and equal pension benefit credit for all years of service.

3. Higher benefits for survivors of pensioners and of employees who die in service and earlier age and/or service qualifications for benefits.

4. Earlier age and/or service qualifications for full pensions on earlier retirement.

5. Re-opening of the plans to permit participation by employees who do not now participate.

6. Change the composition of the Pension Board or Committee to give equal employee-employer representation with an impartial chairman named by the Federal Minister of Labour, with the Pension Board or Committee to be given full power and authority to administer the Pension Plan and the Pension Fund and the authority to allocate contributions and surpluses from the Funds to provide increased benefits in accordance with agreed actuarial assumptions and methods.

SICK LEAVE

All employees covered by this notice shall accumulate sick leave at the rate of one and one-half days per month. The rate of pay during sickness shall be at the employee's existing hourly, daily, weekly or monthly rate of pay of the position worked at the time of sickness. For all other employees the rate of pay shall be the rate of the position last worked. Any unused credits shall be paid to the employee in a lump sum upon retirement or on separation from Company service.

EMPLOYEE BENEFIT PLAN

Weekly Indemnity: Effective January 1, 1975 weekly indemnity benefits shall be paid at the rate of 80% of basic salary with a minimum to be determined after any wage adjustments as a result of this notice are made.

Medicare Allowance: Effective January 1, 1975 the Medicare allowance shall be increased to $22.00 per employee, per month, to cover basic hospital, medical and surgical benefits for employees covered by this notice.

Life Insurance: Effective January 1, 1975 Life Insurance coverage shall be increased to provide $10,000.00 for active employees and $5,000.00 for retired employees and include a provision for long term disability insurance.

Dental-Orthodontic and Vision Care Plan: A dental orthodontic and vision plan shall be implemented at the earliest possible date to cover all employees and their families represented by the Unions party to this notice. The cost of such Plan to be fully paid by the

(Please turn page)

CANADA CONT'D

Companies.

In provinces where such coverage is provided in whole or part by legislation, the Company shall remit to each employee each month an allowance equivalent to the cost of such coverage.

VACATIONS

All Collective Agreements shall be revised to grant vacations with pay on the following basis:

Six weeks after 25 years' service
Five weeks after 20 years' service
Four weeks after 15 years' service
Three weeks after 5 years' service

All Collective Agreements shall be amended to provide that an employee may at his option elect vacation pay based on a percentage of earnings for the previous year or per diem whichever is greater as follows:

Two (2) weeks pay or four percent (4%)
Three (3) weeks pay or six percent (6%)
Four (4) weeks pay or eight percent (8%)
Five (5) weeks pay or ten percent (10%)
Six (6) weeks pay or twelve percent (12%)

All Collective Agreements which define a year's service for vacation purposes as 250 days of cumulative compensated service shall be amended to read 150 days of cumulative compensated service.

GENERAL HOLIDAYS

All Collective Agreements shall be amended to provide for additional General Holidays as follows:

All Provinces and Territories—Heritage Day.

New Brunswick, Nova Scotia and Prince Edward Island—Civic Holiday (the first Monday in August)

Newfoundland, Quebec, Ontario, Manitoba, Saskatchewan, Alberta, British Columbia, Yukon and Northwest Territories — Easter Monday.

AND:

An employee required to work on a General Holiday, shall be paid double his regular rate of wages for a period of not less than eight (8) hours and shall be paid holiday pay at least equal to his regular daily or tour of duty earnings.

PRINTING AGREEMENTS

The Companies shall arrange for translating, printing and distribution to employees all Collective Agreements in the official languages and shall assume all costs related thereto.

JOB SECURITY AND CONTRACTING OUT

Subject to the decision to be rendered by the Arbitrator Honourable Justice Emmett M. Hall, Job Security and Contracting Out, shall be considered as items for negotiation as per submissions to the Arbitrator, July 22 to July 25, 1974.

PICKET LINES

All existing Collective Agreements shall contain a provision that an employee will not be disciplined for refusing to cross a legal picket line which is recognized by the Union.

NEGOTIATIONS DURING TERM OF AGREEMENT

Article IX of the Master Agreement dated May 24, 1974, shall be included in a subsequent Master Agreement negotiated as a result of this notice.

GENERAL

Any rules and practices that are more favorable than those requested in this notice shall be retained.

TERMINATION AND RENEWAL

Each Collective Agreement covered by this notice shall remain in effect for one year from the termination date of the previous agreement and shall be subject to three months notice by either party for renewal, in accordance with the provisions of the Canada Labour Code.

It is requested that this matter be dealt with in joint conference and on a National basis with the Railways who were parties to the Master Agreement, dated May 24, 1974 between those railways and their non-operating employees and with Canadian National Railways and Canadian Pacific Railway on behalf of their operating employees on whom similar notices are being served.

Carson N. Irvin, retired signal maintainer with the New York Central at Port Erie, Ontario, died recently. Brother Irvin had completed 40 years of service when he retired in 1949. He was a member of St. Thomas Local No. 27.

CP RAIL: **E. T. Bennington,** signal maintainer at Brooks, Alta., has retired. Brother Bennington is a member of Foothills Local No. 125.

John E. Platt reports on negotiations

On July 27th, 1974 Mr. R. C. Smith, Chairman of the Associated Non-Operating Railway Unions (Non-Ops) sent a telegram to the Railways, asking that they agree to meet with us to discuss re-opening the agreements with a view to negotiating interim wage increases for the year 1974 because of the effects of inflation. Similar requests were made by the other Railway negotiating groups (Shopcrafts, U.T.U., Engineers). The Railways agreed to meet with all the Railway Unions on August 2nd and from that meeting a "Working Committee" comprised of two members from each bargaining group was formed. Subsequent meetings between the Committee and the Railways took place during August, resulting in the following proposal from the Railways. They are willing to commence negotiations immediately to adjust for the cost of living in 1974, and a new one year contract for 1975 that would provide for wage increases, improvements in fringe benefits, cost of living indexing and productivity improvements. They also agreed to negotiate with all Railway Unions as a group if that is what we desire.

The General Conference Committee of the Non-Ops (all General Chairmen of the Non-Ops Unions) met in Montreal on September 4th, 1974 to consider the proposal and draw up demands for upcoming negotiations. At that meeting it was decided that we should accept the proposal, that is, a wage adjustment for 1974 and a one year contract for 1975 and we should attempt to form a common front of all Railway Unions. On September 5th a General Meeting was held of all Unions. From that meeting the Non-Ops, U.T.U and Locomotive Engineers agreed on the common approach with the Shopcrafts reserving their decision until after they have held their General Meeting.

We are presently drawing up our notice and this will be served on the Railways before the end of September. This hopefully will be a common notice of all Unions, but if this is not possible the Non-Ops will be proceeding along the lines I have outlined.

The adjustment that we are looking for in 1974 is based on what we call the "Hall logic." Jus-

tice Hall in his arbitration report allowed a 9% increase for 1974, this consisted of 1½% for productivity and 7½% to compensate for the anticipated increase in the cost of living, in other words Justice Hall intended that Railway workers purchasing power should be protected in 1974 as it presently looks the rate of inflation for 1974 will be in excess of 11%. It is this that we now wish to have corrected.

BofRS and TH&B sign agreement

An agreement was signed with the Toronto, Hamilton & Buffalo in July 1974 as a result of the Article IX notice serviced on them by **John E. Platt,** vice-president, Brotherhood of Railroad Signalmen. Platt was assisted in meetings with the railway by **D. McAlpine,** assistant general chairman, TH&B.

The Agreement will provide for a 20-minute paid lunch period for all signal employees. Also, the differential of 6.4¢ per hour paid to leading signal maintainers/mechanics will be increased to 10¢ per hour and incorporated into the basic rate. This means that future percentage increases in pay for leading signal maintainers/mechanics will be applied to their full basic rate, Platt reported.

Article IX notices can be served by individual unions during the term of the Master Agreement on items that are not of common interest to the other unions in the joint negotiations.

Hard hat saves signal apprentice on CN

Signal apprentice L. Highfield has a new "gold-plated" hard hat, the result of his having been saved from serious injury by wearing a conventional hard hat on the job. V. A. McGregor, regional engineer signals, Canadian National, tells what happened. In mid-January à train derailed at Farlane, Man. causing damage to the power switch gauge plates. Signal maintainer J. Goda and signal apprentice L. Highfield were chiseling off a damaged gauge plate bolt using a track chisel and spike mall. Brother Goda held the chisel for Brother Highfield as they cut the bolt. The bolt was chiseled almost in half when the next blow caused the head to break off and fly. The flying bolt head struck the switch machine, then flew back and hit Brother Highfield's hard hat. The force of this flying bolt head broke the peak off the hard hat and split the crown 5 inches up the middle. Without the protection of his hard hat, Brother Highfield would have been very seriously injured.
catalogs and technical material.

Canadian National regional chief engineer **W. J. Van Deventer** "adjusts" Brother **Les Highfield's** "gold-plated" hard hat that he received as recognition of the importance of wearing these safety hats. Watching the ceremony are (standing left) **Robert Tymchuk,** CN, accident prevention & safety officer; and standing left to right behind Van Deventer are **John Goda,** local chairman of Local No. 12, **Vernon A. McGregor,** CN, regional engineer signals, and **I. F. Stevenson,** signal supervisor.

Signal apprentice **L. W. Highfield** received a "gold-plated" hard hat plus a commendation certificate for being so safety conscious. Brother Highfield is a member of Winnipeg Centre Local No. 12.

Cost of living adjustment is vital

In a September 5 statement, R. C. Smith, chairman, Associated Non-Operating Railway Unions of Canada, said that wage adjustments must be made to meet the cost of living adjustments set out by Arbitrator Mr. Justice Hall in his wage awards. The Brotherhood of Railroad Signalmen is a member of the ANORU of Canada. Smith is a vice-president (for telegraphers) of the Brotherhood of Railway & Airline Clerks. Briefly, he said:

In the first seven months alone, however, the CPI has risen 7.42%. Next week when Statistics Canada issues its figures for August, we will see Hall's 7.5% estimation for the entire year surpassed. And, at the current rate of inflation, the CPI will be 13% higher in December than it was in January, making the 1974 annual average rate of inflation more than 11%.

After several exploratory meetings with the companies, we found they were prepared to continue meeting us altogether, and to consider the 1974 cost of living situation, provided, we were prepared to negotiate a one-year contract for 1975 instead of the traditional two-year pacts.

We agreed to entertain this proposal, provided our own membership would give us authority to change the usual pattern of negotiations, which were scheduled to begin later this fall in any event.

There has been a feeling that the urgency of the cost of living situation could be met more quickly during talks for shorter contracts. And there has also been a feeling that our bargaining position would be strengthened in a common approach.

The Brotherhood of Railroad Signalmen Group Insurance Trust Family Life Plan

Since our inception, the Brotherhood of Railroad Signalmen has always believed in the importance of personal security for its members and their families. Now, after more than two years of development, the BRS is extremely proud to announce a valuable new benefit that has been exclusively designed to meet the needs of our members. A program of Group Term Life Insurance for the entire family. Through the creation of a permanent Brotherhood of Railroad Signalmen Group Insurance Trust, we feel we have provided higher and broader benefits at competitive low rates. (i.e., $5,000 life benefit under age 30 – $3.00 quarterly).

The purchasing power of our nearly 14,000 members allows us to provide a program of life insurance that combines a choice of benefits up to $25,000 for all eligible members under age 70 with a special $5,000 Guaranteed Issue provision for all eligible members under age 55 . . . NO PHYSICAL . . . NO HAZARDOUS DUTY EXCLUSIONS.

OPEN CHARTER ENROLLMENT

WHO IS ELIGIBLE TO APPLY – During this Special Charter Enrollment Period, all active members under age 70 may apply for $5,000, $10,000, $15,000 or $25,000. After this Charter Enrollment only those under age 60 are eligible.

If you wish, you may also insure your spouse for $2,500 if he or she is under age 70 (under age 60 after the Charter Enrollment). Also all unmarried dependent children ages 6 months to 23 years may be insured for $1,000 ($100 age 14 days to 6 mos.). A single premium of $1.05 quarterly covers *all* eligible children in a family.

SPECIAL GUARANTEED ISSUE PROVISION
(AVAILABLE ONLY DURING THE CHARTER ENROLLMENT)

All members under age 55 who have been actively employed full-time for the past 60 days are guaranteed the issuance of $5,000 of insurance providing 400 members have applied during this Charter Enrollment Period.

For those applying for the $5,000 Guaranteed Issue coverage, simply fill out *only the shaded portion* of the application. No other proof of insurability is required.

For those applying for family coverage or additional benefits above the $5,000 plan, you must *completely* fill out the application . . . but, the *first* $5,000 of coverage for yourself will still be provided under this Special Guaranteed Issue Provision.

EXCLUSIONS – Benefits are payable for death as the result of any cause. Suicide is covered after insurance has been in force for 2 years.

WAIVER OF PREMIUM – If an insured prior to age 60 becomes permanently and totally disabled for 9 consecutive months, the insurance will be kept in force without further payment of premiums while the disability continues.

CONVERSION PRIVILEGE – An insured member may convert his coverage without evidence of insurability subject to the policy provisions. Your dependents may also convert when you do or upon your death.

BENEFICIARY – A member may name anyone as beneficiary and may change the beneficiary at any time by making written application.

RENEWAL SAFEGUARDS – As long as you (1) continue your membership in the Brotherhood of Railroad Signalmen, (2) pay your premium and (3) the master policy remains in force, your insurance cannot be terminated and coverage is renewable through age 74.

HOW TO APPLY

1. Complete the shaded portion of the application for the $5,000 Special Guaranteed Issue Coverage on yourself.
2. If you desire additional coverage for yourself or you wish to add your spouse or children, complete the remainder of the application form.
3. Mail the application with your check for the first Quarterly premium made payable to the:

BROTHERHOOD OF RAILROAD SIGNALMEN GROUP INSURANCE TRUST FUND

Group Insurance Trust Administrator
180 N. La Salle St., Suite 3220, Chicago, IL 60601
312/726-9122

This application does not apply to residents of Maryland, Ohio or Texas. Further information will be mailed to residents of these states in the next few weeks.

QUARTERLY PREMIUMS*

	MEMBER				SPOUSE	CHILD(REN)
	$5,000	$10,000	$15,000	$25,000	$2,500	$1,000
under 25	2.85	5.70	8.55	14.25	1.00	
25-29	3.00	6.00	9.00	15.00	1.05	
30-34	3.25	6.50	9.75	16.25	1.15	
35-39	4.20	8.40	12.60	21.00	1.50	
40-44	6.20	12.40	18.60	31.00	2.15	
45-49	9.55	19.10	28.65	47.75	3.35	
50-54	14.85	29.70	44.55	74.25	5.20	
55-59	23.15	46.30	69.45	115.75	8.10	
60-64	32.80	65.60	98.40	164.00	12.20	
65-69	52.70	105.40	158.10	263.50	18.50	
70-74	81.50	163.00	244.50	407.50	24.95	

Additional premium for children: A single premium of $1.05 quarterly insures all eligible children ages 6 mos. to 23 yrs. for $1,000 each. Ages 14 days to 6 mos., $100 each.

**Premiums are based on member's age (use member's age for spouse premium) on effective date and increases on the anniversary date following the member's entrance into each succeeding age bracket as shown above.*

UNDERWRITTEN BY:

Bankers Security
LIFE INSURANCE SOCIETY
Executive Office: Washington, D.C.
Home Office: New York City

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BROTHERHOOD OF RAILROAD SIGNALMEN INSURANCE TRUST

180 N. La Salle
Suite 3220
Chicago, IL 60601

CHECK COVERAGE DESIRED

MEMBER

- ☐ $ 5,000
- ☐ $10,000
- ☐ $15,000
- ☐ $25,000

- ☐ SPOUSE
- ☐ CHILD(REN)

Bankers Security Life Insurance Society New York, New York 10016
Executive Office: Washington, D.C. 20006

FOR PLAN OF COVERAGE AS REQUESTED

1 Full Name (Print) _____ Sex M ☐ F ☐

2 Address _____ City _____ State _____ Zip Code _____

3 Birth Date – Month _____ Day _____ Year _____ Age _____ Height _____ Weight _____

4 Beneficiary _____ Relationship _____
Full Name

5a. What is your occupation and duties? _____

5b. Are you actively performing all the duties of your occupation or profession? Yes ☐ No ☐

5c. Have you been actively engaged in your occupation or profession on a full time basis continuously for the past 60 days? Yes ☐ No ☐

6 If dependents are to be covered, give information below:

Name	Relationship	Date of Birth	Name	Relationship	Date of Birth

7 Have you or any of your dependents consulted any physician, been advised to have medical treatment or surgery, or been hospitalized during the past five years? Yes ☐ No ☐

8 Are you and your dependents to the best of your knowledge and belief in good health and free from physical impairment and disease? Yes ☐ No ☐

9 If your answer to questions 5 and/or 8 is NO, or to question 7 YES, complete below:

Name	Condition or Ailment and Dates Treated	Type and Nature of Treatment	Name and Address of Attending Physician	Degree of Recovery

I understand that the insurance applied for shall not become effective until this application has been approved by the insurer and a certificate of insurance has been issued, and then not as to me if I am not actively engaged in my occupation or profession on a full-time basis, nor as to my dependents if they are hospital confined on the date the insurance would otherwise become effective.

"I hereby authorize any licensed physician, medical practitioner, hospital, clinic or other medical or medically related facility, insurance company, the Medical Information Bureau or other organization, institution or person, that has any records or knowledge of me, or my dependents, or my health, or my dependent's health, to give to the Bankers Security Life Insurance Society any such information.

A photographic copy of this authorization shall be valid as the original."

Signature X _____ Date _____

GL 74-919
BRSL-874a

Signalman's Worksheet

A ballast-resistance network with a rail broken is shown by Figure 110. The battery end of the broken rail to ground and on to the other rail forms a voltage divider, with the relay end of the broken rail to ground in series with the relay. At near minimum ballast resistance, there is little voltage to spare, and the relay will drop. On the other hand, at near infinity ballast resistance, the resistance of the relay end of the broken rail to ground is too high to allow the relay to operate. However, there is a critical range of ballast resistance where the track voltage can affect the relay if the circuit is not properly proportioned or adjusted.

Storage-Battery Effect. The track battery charges the rails, oxidizes the positive rail, and de-oxidizes the negative rail (analogy is found in the iron negative plate of a nickel-iron battery); and this charge may operate the relay after the rail is broken. The track battery polarity also affects the result, as it either adds to the galvanic and storage-battery action or, if reversed, it tends to neutralize the galvanic action. However, with a train on the battery end, the battery is eliminated, as shown in lower diagram, Figure 110.

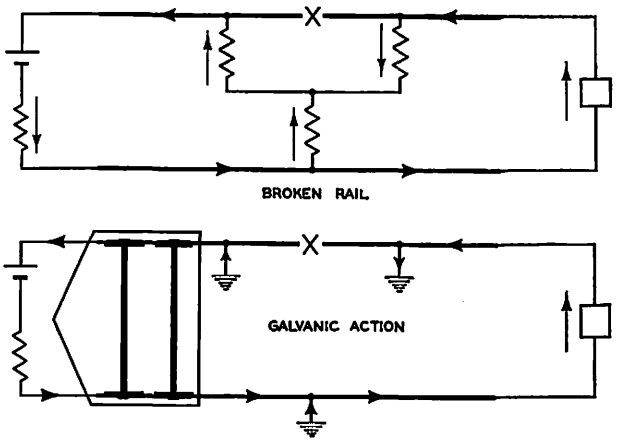

FIG. 110: Possible leakage paths with broken rail (top) and with broken rail and galvanic action (bottom).

Half-Wave Rectified Circuit. This circuit, Figure 111, is energized by a.c. taken through a half-wave rectifier. Figure 112 shows how the voltage peaks during the "on" part of each cycle. These voltage peaks, 2.82 times higher than average or battery d-c. level, are thus well suited to providing proper ionization of the wheel-to-rail contact.

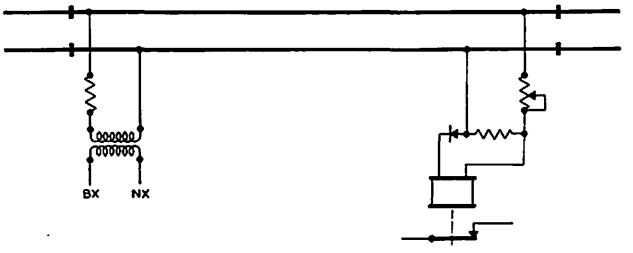

FIG. 111: Half-wave rectified track circuit.

The half-wave circuit also has automatic regulation so that as the ballast dries out and becomes a high resistance, a condition that ordinarily makes the train shunting most adverse, the relay current is found to be not much greater than at minimum ballast.

The upper curve in Figure 112, shown dotted, represents the regulation obtained with an ordinary d-c. circuit. The lower curve, shown solid, represents regulation with a half-wave rectified circuit. Why is the regulation shown in the lower curve better? Between the impulses of the rectifier output, the induction of the relay attempts to maintain current. This induced voltage is opposite in polarity to the rectifier output and may be considered as a negative track voltage. As the ballast resistance increases, the peak track voltage also increases because there is less current flowing through the limiting resistance. However, the increased ballast resistance also increases the resistance to the flow of the inductive relay current. This increases the negative track voltage which, when subtracted from the peak voltage, results in more uniform average track voltage and relay current. As shown in Figure 111, a bleeder resistance must be provided across the relay, otherwise, at infinity ballast resistance the relay current would drop below the operating value.

Note in Figure 112 that although the relay current is lowered from relay pickup (minimum ballast) to infinity, it is the same between relay pickup (0.1 amp.) and zero. Contrast this with the relation between curves A and B, Figure 105.

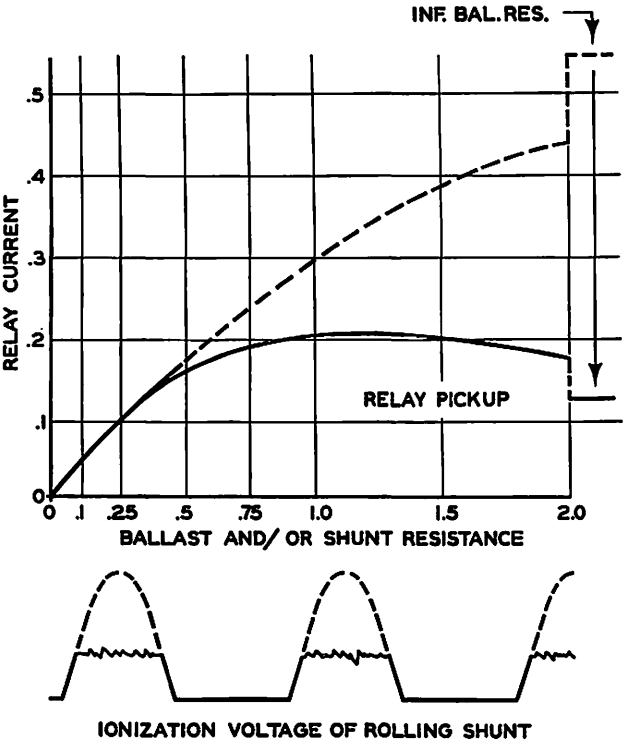

FIG. 112: Regulation in half-wave rectified track circuit.

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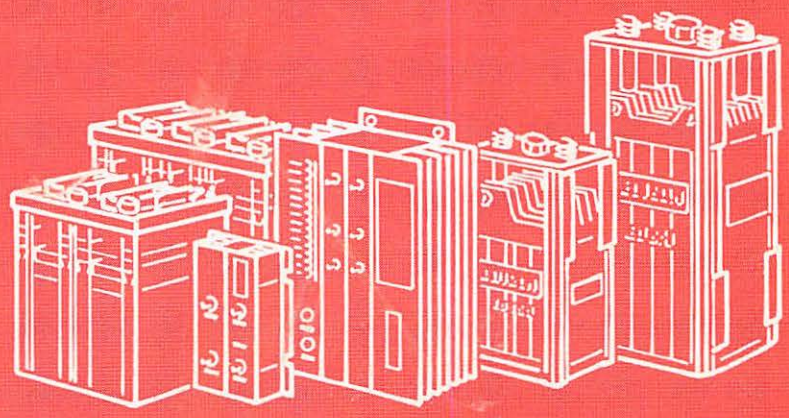

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